

**THE SUNDAY BEE.**  
**COUNCIL BLUFFS.**  
OFFICE, NO. 12 PEARL STREET.  
Delivered by carrier in any part of the city at  
ten cents per week.  
H. W. TILTON, Manager.  
TELEPHONE: 44.  
BUREAU OFFICE, NO. 44.  
PRINTED BY THE SUNDAY BEE CO.

**MINOR MENTION.**  
N. Y. Plumbing Co.  
Reiter, tailor. Summer goods cheap.  
The city council meets to-morrow evening.

Five couples for ladies calling. Wm. Lewis, telephone 128. Office 1419 Broadway.

Captain A. Overton has removed his office from Main street to room No. 8, Everett's block.

The case of Schurz vs. the county is to be called up for argument in the superior court to-morrow morning at 10 o'clock.

The contract for painting the Pierce street school has been given to Charles Blumer, who will put on a force of six or eight men to-morrow morning.

Leave to marry was yesterday given to Charles B. Barton and Mollie Johnson, both of this county. Otto Rasmussen and Anna Hansen, both of Polk county.

The wagon bridge company has moved its office from Main street next to Chapman's, and will now occupy the room recently used by Wright, Baldwin & Hall, deno, on Pearl street.

A statement that Mr. Ferson was a member of the Royal Arcanum proves to have been a mistake. He was a member once, but allowed his membership to lapse over a year ago.

Out of five drunks in police court yesterday two were discharged, three fined and two only paid. Out of a possible five, at thirty days rise, Judge Ayresworth really scored only two. The others were missed or fell outside the bounds.

The saloon cases are to come up before Judge Carson to-morrow. Considerable interest is felt in them, and front seats will be in demand. It is expected that the first two informers, who have been in durance at Omaha, will be present to give their testimony if wanted.

Superintendent Buchanan, of the Wash, was here yesterday to see about the motor line crossing the track of that road. It seems that the crossings controversies have not all been settled yet despite the many announcements to the contrary.

J. T. Field, of Field & Cole, desires to relieve himself from any suspicion that he was among those who sought to take advantage of the distress of the unfortunate excursionists. He walked from the lake to the city, and conveyed his message, and did not charge the excursionists anything, simply taking their tickets where they had any.

Haverly's minstrels are to appear at the opera house next Thursday evening, Aug. 11. The name of the troupe is an assurance that there will be an enjoyable evening of fun and frolic, good music and keen wit. His companies always drew well here, and with the new attractions which he promises for this occasion there will be a ready sale of tickets.

A real entertainment is promised all who go to hear Chaplain Lozier at the G. A. R. hall Monday night. The Union Veteran legion has secured "the fighting chaplain" for this one night, and all should improve the opportunity of hearing him. He is one of the jolly sort of men, who can laugh as well as fight, and who can make others laugh.

The eldest daughter of Wall McFadden some time ago lost the use of one eye, as the result of a fall. The eye has since been lately causing much irritation, and it was feared that it might affect the other eye. Yesterday the eye-ball was removed by Dr. Chamberlain, to avoid any such results, and preserve the other eye.

J. Hannibelsen, who lives about three miles from the city in Hazel Dell township, has found that the springs upon his farm have valuable mineral properties. He has recently secured of the water to Prof. Bode, of Milwaukee, a well known chemist, and the analysis shows, according to Bode's letter, that it has very much the same qualities as the famous Waukesha water. Mr. Hannibelsen proposes to put some of the water on the market, and proceed to improve the springs.

Miss Kittle Burchell entertained her friends in a very happy manner at her home on Pierce street Friday evening. A platform was arranged for dancing, a good orchestra provided, and the lawn brilliantly lighted by many Japanese lanterns. The refreshments consisted of ice cream and cake. Each guest was presented with a beautiful bouquet of hand-painted flowers, the work of the fair hostess, who is an artist of no mean skill or ability. The gathering was a joyous one, and the evening passed delightfully to all participants.

Surgeor Broadbeck was yesterday taking the measurements for the necessary crossings for the motor line. From this it appears that there is no immediate prospect for the crossings being put in. They will have to be made, sent here and laid, which will take some little time yet. The public is getting out of patience with the delays, apparently unnecessary, which are attending the construction of this line. It does not appear clear why Mr. Graves is so long getting this line in operation.

Pat Horton was before the police court yesterday for being drunk. Pat is an old settler, and by holding to land which he got at the early prices, he amassed a fortune, but by the easy way of living and free use of the cup he has gradually allowed his property to dwindle to where neckties count big. He declared he was not drunk, but that he had a sore foot, which made him limp and crawl down. He got his case continued until afternoon, and then secured permission to run over to the drug store to get something for the foot which had brought him into such disgrace. The judge told him to hurry back, but at last reports he was still hunting for corn salve.

When you are in the city stop at the Pacific house. Direct cars pass the door every fifteen minutes for all the depots. Meals 50 cents each.

**To Excursion Parties.**  
The excursion steamer and barge John M. Abbott is prepared to fulfill engagements for excursions on the Missouri river—either day or moonlight parties. Capacity 400 passengers. For terms and other particulars inquire of L. F. Judson, 929 Sixth avenue.

Wanted—Two good boys to work in dining room at Kiel's hotel. Apply at once.

For Sale—A Standard bred stallion for one-fourth its value. Will sell on time. Five years old. Will show 2:35 gait. A. C. Arnold, Denison, Ia.

At the Pacific house you will save from 50c to \$1 per day. Try it and be convinced.

Heisler's, coolest barber shop in the city, 503 Broadway. Melchior Bros.' celebrated chairs and new fixtures.

One thousand head of one, two and three-year-old steers for sale. Will give credit to reliable parties. Enquire of A. J. Greenamyer, 623 Mynter st., telephone 211.

Pacific house is the nearest hotel to the majority of real estate offices in the city; \$5 per day.

**DETAILS OF THE DISASTER**

As Shown by Evidence Before the Coroner's Jury.

**VIEWING OF THE WRECK.**

An Avoca Landlord and His Tenant Have Blood Over Barley—A Musty Divorce Proceeding Heaved—The Churches To-day.

**Details of The Disaster.**  
Coroner Paul yesterday impaneled the jury to inquire in the Lake Manawa disaster. The place of holding the inquest was the court room, in the Masonic building. The jury consisted of P. C. DeVol, J. C. DeHaven and A. C. Graham. The county attorney, Colonel Daily, conducted the investigation, questioning the witnesses, and the coroner sat quietly by, his only duty being apparently to swear the witnesses.

Sol. H. Foster, of the Council Bluffs paint, oil and glass company, testified: Was on steamer Manawa when she went down. My watch was stopped by the water at 10:15 o'clock. Before we left the wharf someone asked the captain how many were on the boat and he replied "about twenty-five." I didn't see any one else.

Our party got in bow; wind blew stern of boat back against dock; I heard timbers crack; some one said it was the wheel-house that broke; my belief is, a hole was knocked into stern of boat in striking dock. Bow of boat was the west when it was at dock; the stern was toward bath houses. Cracking of timbers might have been those on the dock. We started down the lake to the west. None of the boat hands were in bow of boat. I didn't see any one on the boat except adults, all men. Everything to me was quiet and orderly. It showed to me very plainly that the water came into the stern of the boat, and when the order to go forward came they rushed to the bow and it sank. The waves did not wash over the bow. I don't think the boat was overloaded.

When the bow went down I jumped into the water and swam toward the stern. I held on to flag staff; four or five men were in the water; balance were holding on to the boat. Some swam toward the bath houses on the beach. It took all my time to keep myself afloat. Boat is fired from the bow; don't know anything about the people in charge. George Metcalf, F. J. Day, Charlie Ferson and myself sat in the bow under Metcalf's umbrella, facing fire box. First noticed water in pit near fire box when it came on; apparently fresh water. Less than five seconds it was putting out fire. Some one said to get to the front, and she went down in an instant, bow first.

H. L. Shepard, clerk for Benson & Mayne, stated that in his opinion the crowd rushing to one end was the immediate cause of the disaster. He had avoided the steamer Manawa heretofore, thinking it unsafe, but as she had been changed to a side wheeler, recently, thought she was now all right. Everybody behaved in an orderly manner. It was raining very hard. Shepard at first claimed to have been in the stern of the boat, but when his attention was called to facing the fire box he concluded it to be the bow instead.

F. J. Day, real estate broker. Colonel Daily asked witness if he could throw any additional light on the subject. He said, "as I sat down, on going on board, I found a brace and anchor bit on the seat. I asked if there were any life preservers on board and understood there were, but could find none, as I put my hand under the seat. Before we got on board one of the deck-hands said they could carry safely some passengers. Metcalf, Foster and myself were the first. I think, to discover the water going into the fire-box. I think it was the wheelhouse that struck the dock before we left; was sitting right by it. Some suggestions were made about it, but a boat-hand said it was all right. I think the boat drifted after we went down. I stood on top of the awning with water up to my breast. Water did not wash over the bow at all. I saw three men jump and leave boat. It was suggested that some good swimmer go to notify those on the beach, and I think two left with life preservers.

Harry H. Inman testified as to being an auctioneer. He said, "I was wet and cold and was shivering when getting warm as we left the dock. I noticed in particular the engineer seemed to have trouble in getting started. Didn't know of boat striking dock. I was standing where they put coal in the furnace, facing the boiler. Saw the water but don't know how it got in. I must have been in bow of boat. Everybody seemed quiet on board. I know the waves were not high."

Ed. Thomas testified: "I held the wheel during the accident. I had piloted her a number of times, but not since they changed her to a side-wheeler. After knowing her since September last. She was on the beach out of the water with probably ten inches of water in her. During the winter the water froze in her. Saw her in the spring. They put a new hull over the outside of the old one. The original hull was of cottonwood, they put on a false set of ribs over old hull clear to deck, leaving a space of four inches between the two hulls. The old bottom was not touched, the repairs being only on the sides. The new casing was of such pine lumber. She was a stern paddle wheeler until four or five days ago. I know she sank one time. In June the wind blew her onto shore. Later she sank. I helped raise her at the hotel dock, where she sank in four and a half feet of water. Didn't stay to see if she had a hole in her. She made her first trip the night before she sank after changing the wheel. Have had no experience in piloting. Her captain was regular pilot. The captain was at the engine and I was at the pilot during the accident. The engineer was sick. I helped push her away from the dock. Corner of wheel caught dock. I don't think wheel was damaged, but I swear it wasn't. I suppose I should have examined it. I didn't want to leave the dock as the storm was very heavy. I wasn't anxious to leave, but was confident we could make the trip. The port wheel caught dock. We went down the lake; shouted to captain to stop wheels as I tried to turn her. Asked three or four to come to stern of boat as the rudder was in danger of the water some and I wanted to sink the rudder. I then shouted to the captain, "For God's sake, get them forward and stop the wheels. She then instantly went down bow first. I held onto the rail until the bow struck bottom. The stern then sank and I still held on to the tiller until I was in water to my shoulders. The steamer Manawa now lies with some water in her when the beach, when they looked to find if any bodies were still in her. I have made no examination for holes in her bottom. She was ordinarily in charge of J. Tipton as engineer and Harvey Holloway as captain and pilot. He came from forty to sixty pounds of steam and has a seven-horse power engine. She wasn't heavily loaded when she left the dock."

At this point, it being 10 o'clock, a recess was taken until 2 o'clock.

After recess the first witness called was Harvey Holloway, owner of the steamer Manawa. He said his previous business was farming and he had been baling hay four years previous to last spring. Steamer Manawa was a stern-wheeler up to last Monday. "I did most of the work myself. She was finished Wednesday evening and made two trips that evening. On Thursday, the day of the disaster, I ran her all day. The boat was built about two years ago at Omaha of elm and not cottonwood. She was twenty-nine feet long, seven feet wide and was built for a steamer; the man building it calculating to go to Florida on it. Part of the old machinery is on it. She has a seven-horse power engine, only change I've made was the widening of the boat three feet by putting on new sides over old sides. The top was left open a distance of eighteen inches in center of boat. I knew the boat was a stern-wheeler, but I didn't know it didn't think this a dangerous way to leave it.

He admitted if water got in between these at the top on one side that it would be apt to tip the boat. He stated that there was no way to get the water out after it got in between these two hulls, except to pump it out by putting a pump in between. The only experience he had in running a steam engine was in running a hay press engine. "That evening my engineer was sick; I was engineer that night. Thomas was pilot that night. I was attending the engine and was on the boat when she left the dock. I knew she struck the dock before we left. I don't know if any damage was done or not. Didn't examine it at all. Rain was coming from the northwest and the crowd kept on well over to the southeast corner in the stern. At the time the boat was sinking I heard the pilot say to send the crowd forward. I shut off steam to reverse the engine, intending to try to start up for the beach. We aimed to run north to the willows and run to the hotel landing under the sea of the willows. The only way I can account for the sinking was on account of the crowd getting on the side. About sixteen inches of water would be required in the bottom of the boat to put the fire out. An ordinary load would be forty or fifty people; we had sixty on the trip before that. We had about twenty-five to thirty on the trip. The reason she sank in June was an anchor hole three-quarters of an inch in the bottom of the hull. After she went down I swam to shore for help. I was along side of Mr. Inman, near the center of the boat."

Alderman George Metcalf, of Metcalf Bros., testified: "Was on the Manawa when she sank. Nearly all the seats were filled, and probably 25 persons were on board. Our party was in the bow, near center of the boat. We noticed water in the pit. Some one said she was sinking, and immediately she began to sink; in five seconds she was on the bottom. About four or ten minutes after that, if the boat had been out of balance we certainly would have noticed it. Mr. Ferson jumped ahead of me; as I went into the water I put my head on top of the canvas. Ferson went toward the stern. I don't know Newman or Cartwright. Those on the boat were all quiet and orderly. I know nothing of the boat striking the dock. I thought the storm a light one, more of a mist than a rain, at that time, and didn't consider it a dangerous night at all."

Joseph Gaglian, engineer of the Lady of the Lake, testified: An engineer, been on Lake Manawa for weeks. Inspected the machinery on the Manawa and believe it all right. I have a government license for running boats. Was no on the beach at the time; was over at the hotel landing. I consider the false idea that water got in water in the water would be liable to tip it, but if the same amount of water was in both sides in the chambers she would balance."

After taking the above testimony the jury, accompanied by the coroner and county attorney, with the reporters, proceeded in carriages to the lake. Upon arrival at the beach the ill-fated steamer Manawa was found to be lying on the ground about thirty feet out in the water. Where she had been towed by the steamer Lady of the Lake on Friday. Taylor Wolsey and Ruben Bryant had just searched the Manawa for any bodies that might have remained in her. They thinking possibly the Rice boy, reported missing, might be in the steamer.

The object of the jury's visit was to examine the bottom of the steamer and to see if she had been scuttled, but in that position it was impossible to make any examination at all. It was then determined to haul her up onto the beach but how to do this was an important question to solve. They finally decided to use all hands, including the jury, began to pull away, but she gave way very reluctantly and only moved inch by inch. Many of the boatmen on the lake lent their assistance, increasing the number at the ropes to about forty.

"The boat was hauled out finally after she was pulled to within fifteen feet of the shore, the chambers between the two hulls still contained water. She floated for an hour or so, which went to show that she contains no holes. No examination was made from the outside of darkness interfered, but will be to-morrow. The jury returned at 9 o'clock last night, adjourning until to-morrow morning. The Omaha parties who were in the wreck will be examined Monday.

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The funeral of Charles Ferson will probably be held Tuesday morning. In response to a telegram sent to his relatives in Massachusetts information has been received that his brother is on the way here, and is expected to arrive Monday. His parents are quite aged, and they will probably not be able to undertake the sad journey. The blow to his wife has been a terrible one. She was recovering somewhat from the shock yesterday, but is still confined to her bed. The tenderest sympathy is felt throughout the community, and she is receiving the most careful attention. Her step-father, Judge Cassidy, is quite in his health, having been poorly for some time. Mrs. Cassidy finds duty drawing her in two directions at once, her husband and her daughter each needing her constant attention and care.

The body of young Cartwright was yesterday taken to his home at Weston, Mo., for burial. His brother, Robert, and Mrs. Bell, wife of the Omaha druggist for whom he was at work, accompanied the remains.

**The Rice Boy.**  
No tidings have been had of the Rice boy and many suppose that he was lost in the wreck. The boy is one who is inclined to roam about, and has no very fixed habitation, so he may be all right yet. He had been out in the country working for some one, and came into the city the night before the disaster. Later that night he appeared at the police station, and as he was well acquainted with the officers, they allowed him to remain there. He was just in time to share in their midnight vigil, and when asked why he didn't go to his brother's to sleep, he said he was afraid his brother would not let him go to the picnic at the lake the next day. He had 50 cents with him and this for his travel and what he had a ticket good for one trip on the Manawa. He slept in the station that night, and it is supposed went to the lake the next day as intended. The habits of the boy were such as to raise grave doubts about his being in the wreck, for he may have taken a notion to go out in the country again or otherwise disappear.

**Notes From the Lake.**  
Ole Anderson, a Northwestern railway employe, lost a \$75 gold watch with his coat and vest, in the wreck. Mr. Snodgrass found them and left them at police headquarters, where they were identified.

There were very few visitors at the lake yesterday and last evening. The shadow of the disaster rests too heavily for the community to find much pleasure there at present.

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The body of young Cartwright was yesterday taken to his home at Weston, Mo., for burial. His brother, Robert, and Mrs. Bell, wife of the Omaha druggist for whom he was at work, accompanied the remains.

**The Rice Boy.**  
No tidings have been had of the Rice boy and many suppose that he was lost in the wreck. The boy is one who is inclined to roam about, and has no very fixed habitation, so he may be all right yet. He had been out in the country working for some one, and came into the city the night before the disaster. Later that night he appeared at the police station, and as he was well acquainted with the officers, they allowed him to remain there. He was just in time to share in their midnight vigil, and when asked why he didn't go to his brother's to sleep, he said he was afraid his brother would not let him go to the picnic at the lake the next day. He had 50 cents with him and this for his travel and what he had a ticket good for one trip on the Manawa. He slept in the station that night, and it is supposed went to the lake the next day as intended. The habits of the boy were such as to raise grave doubts about his being in the wreck, for he may have taken a notion to go out in the country again or otherwise disappear.

**Notes From the Lake.**  
Ole Anderson, a Northwestern railway employe, lost a \$75 gold watch with his coat and vest, in the wreck. Mr. Snodgrass found them and left them at police headquarters, where they were identified.

There were very few visitors at the lake yesterday and last evening. The shadow of the disaster rests too heavily for the community to find much pleasure there at present.

The Manawa was not very well supplied with life preservers. There were none belonging to the boat, but Mr. Wolsey, of the Lady of the Lake, lent one. She has a seven-horse power engine, only change I've made was the widening of the boat three feet by putting on new sides over old sides. The top was left open a distance of eighteen inches in center of boat. I knew the boat was a stern-wheeler, but I didn't know it didn't think this a dangerous way to leave it.

He admitted if water got in between these at the top on one side that it would be apt to tip the boat. He stated that there was no way to get the water out after it got in between these two hulls, except to pump it out by putting a pump in between. The only experience he had in running a steam engine was in running a hay press engine. "That evening my engineer was sick; I was engineer that night. Thomas was pilot that night. I was attending the engine and was on the boat when she left the dock. I knew she struck the dock before we left. I don't know if any damage was done or not. Didn't examine it at all. Rain was coming from the northwest and the crowd kept on well over to the southeast corner in the stern. At the time the boat was sinking I heard the pilot say to send the crowd forward. I shut off steam to reverse the engine, intending to try to start up for the beach. We aimed to run north to the willows and run to the hotel landing under the sea of the willows. The only way I can account for the sinking was on account of the crowd getting on the side. About sixteen inches of water would be required in the bottom of the boat to put the fire out. An ordinary load would be forty or fifty people; we had sixty on the trip before that. We had about twenty-five to thirty on the trip. The reason she sank in June was an anchor hole three-quarters of an inch in the bottom of the hull. After she went down I swam to shore for help. I was along side of Mr. Inman, near the center of the boat."

Alderman George Metcalf, of Metcalf Bros., testified: "Was on the Manawa when she sank. Nearly all the seats were filled, and probably 25 persons were on board. Our party was in the bow, near center of the boat. We noticed water in the pit. Some one said she was sinking, and immediately she began to sink; in five seconds she was on the bottom. About four or ten minutes after that, if the boat had been out of balance we certainly would have noticed it. Mr. Ferson jumped ahead of me; as I went into the water I put my head on top of the canvas. Ferson went toward the stern. I don't know Newman or Cartwright. Those on the boat were all quiet and orderly. I know nothing of the boat striking the dock. I thought the storm a light one, more of a mist than a rain, at that time, and didn't consider it a dangerous night at all."

Joseph Gaglian, engineer of the Lady of the Lake, testified: An engineer, been on Lake Manawa for weeks. Inspected the machinery on the Manawa and believe it all right. I have a government license for running boats. Was no on the beach at the time; was over at the hotel landing. I consider the false idea that water got in water in the water would be liable to tip it, but if the same amount of water was in both sides in the chambers she would balance."

After taking the above testimony the jury, accompanied by the coroner and county attorney, with the reporters, proceeded in carriages to the lake. Upon arrival at the beach the ill-fated steamer Manawa was found to be lying on the ground about thirty feet out in the water. Where she had been towed by the steamer Lady of the Lake on Friday. Taylor Wolsey and Ruben Bryant had just searched the Manawa for any bodies that might have remained in her. They thinking possibly the Rice boy, reported missing, might be in the steamer.

The object of the jury's visit was to examine the bottom of the steamer and to see if she had been scuttled, but in that position it was impossible to make any examination at all. It was then determined to haul her up onto the beach but how to do this was an important question to solve. They finally decided to use all hands, including the jury, began to pull away, but she gave way very reluctantly and only moved inch by inch. Many of the boatmen on the lake lent their assistance, increasing the number at the ropes to about forty.

"The boat was hauled out finally after she was pulled to within fifteen feet of the shore, the chambers between the two hulls still contained water. She floated for an hour or so, which went to show that she contains no holes. No examination was made from the outside of darkness interfered, but will be to-morrow. The jury returned at 9 o'clock last night, adjourning until to-morrow morning. The Omaha parties who were in the wreck will be examined Monday.

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